

Capsule Summary

Inventory No. WA-HAG-175

Hagerstown and Frederick Railway Car Barn

246-250 Summit Ave.

Washington County, MD

Ca. 1898, 1917

Access: Private

This brick building comprises an original 1898 central block and flanking wings. The early industrial structure has a well-detailed west façade including an "1898" datestone, pilasters, and arched windowheads, all underpinned and accented with rock-faced cut stone. Several interior elements remain from the building's heyday as an electric inter-urban railway car barn.

This brick structure was built in 1898 as the Hagerstown Railway Power House. After the Hagerstown company's merger with Frederick and the 1917 destruction by fire of the former car barn, this building was altered for use as the electric railway's car barn. 1930s additions further modified the structure as busses were added to the transportation line. This is a rare surviving structure from a transportation system that facilitated travel and commerce in the region in the late 19th and early 20th centuries.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WA-HAG-175

1. Name of Property (indicate preferred name)

historic Hagerstown and Frederick Railway Car Barn
other

2. Location

street and number 246-250 Summit Ave. not for publication
city, town Hagerstown vicinity
county Washington

3. Owner of Property (gives names and mailing addresses of all owners)

name Pete & Ann Properties LLC
street and number 20328 Ayoub Lane Suite B telephone
city, town Hagerstown state MD zip code 21742-4003

4. Location of Legal Description

courthouse, registry of deeds, etc. Washington Co. liber 1731 folio 65
city, town Hagerstown tax map 312 tax parcel 2028 tax ID number unknown

5. Primary Location of Additional Data

- ☒ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count
district	public	agriculture	landscape	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
structure	both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	1 buildings
site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	sites
object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	1 Total
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				Number of Contributing Resources previously listed in the Inventory
				1

7. Description

Inventory No. WA-HAG-175

Condition

<input type="checkbox"/>	excellent	<input type="checkbox"/>	deteriorated
X	good	<input type="checkbox"/>	ruins
<input type="checkbox"/>	fair	<input type="checkbox"/>	altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Description Summary:

This brick building comprises an original 1898 central block and flanking wings. The early industrial structure has a well-detailed west façade including an "1898" datestone, pilasters, and arched windowheads, all underpinned and accented with rock-faced cut stone. Several interior elements remain from the building's heyday as an electric inter-urban railway car barn.

Description:

This brick transportation structure that served an electric railway (trolley) system features an original central section and lower flanking wings added in the 1930s. The original building's gable roof is clipped on the main three-bay west façade that faces Summit Avenue. A carved stone block bearing the date "1898" is centered at the top of this wall. The 5:1 common bond brick building stands on a coursed rock-faced stone foundation. Brick pilasters separate brick wall panels inset from a corbelled base. The southern entrance has been blocked with brick. An arch detailed with molded brick and imposts of rock-faced stone surmounts the entry's fanlight. Windows in the two northernmost bays are each topped by a low arch resting on rock-faced stone blocks. Each opening holds a pair of casement windows topped by transoms. Below the datestone is set a pair of small windows sharing a stone lintel and sill.

At the rear of the original car barn a parapet gable joins a taller section that backs up to the alley. Large multi-paned industrial windows appear to have been inserted at a later date.

The four-bay southern addition features a parapet gable facing west and a diagonal rail car entrance angled across the southwest corner. Brick pilasters separate the bays that hold large multi-paned industrial windows. A large garage door opens into the central bay at the rear.

The northern wing has a lower roof and smaller windows. This addition has an eight-bay facade and stretches the depth of the lot, just past the end of the original car barn.

The car barn's interior retains several elements from its use by the Hagerstown and Frederick Railway. At one time the original south elevation, now seen on the interior of the addition, had large garage doors opening between the pillars. At the east end of the original car barn one set of tracks is imbedded in the floor. A concrete-walled service pit with iron framing is set in the floor. A large circular metal framework suspended by brackets from the ceiling's southeast corner was apparently fitted with nozzles to wash the trolley cars. A floor drain allowed the water to run off this area.

Several other structures survive from the Hagerstown and Frederick Railway. The wood-frame passenger station is used as a retail business on Main Street in Thurmont. The Frederick News-Post newspaper occupies the old terminal station in Frederick. Remnants of the railway system's right-of-way are visible near Beaver Creek and at Braddock Heights.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. WA-HAG-175

Name Hagerstown and Frederick Railway Car Barn
Continuation Sheet

Number 7 Page 1

The Hagerstown and Frederick Car Barn is a rare surviving early transportation structure. The finely detailed façade shows the company's pride in this showpiece building. This significant example of early industrial construction remains close to its original appearance.

8. Significance

Inventory No. WA-HAG-175

Period	Areas of Significance	Check and justify below
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input checked="" type="checkbox"/> education
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> recreation
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement
		<input type="checkbox"/> health/medicine
		<input checked="" type="checkbox"/> industry
		<input type="checkbox"/> invention
		<input type="checkbox"/> landscape architecture
		<input type="checkbox"/> law
		<input type="checkbox"/> literature
		<input type="checkbox"/> maritime history
		<input type="checkbox"/> military
		<input type="checkbox"/> performing arts
		<input type="checkbox"/> philosophy
		<input type="checkbox"/> politics/government
		<input type="checkbox"/> religion
		<input type="checkbox"/> science
		<input type="checkbox"/> social history
		<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> other: _____

Specific dates	1898, 1917	Architect/Builder	unknown
Construction dates	1898		

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Significance Summary:

This brick structure was built in 1898 as the Hagerstown Railway Power House. After the Hagerstown company's merger with Frederick and the 1917 destruction by fire of the former car barn, this building was altered for use as the electric railway's car barn. 1930s additions further modified the structure as busses were added to the transportation line. This is a rare surviving structure from a transportation system that facilitated travel and commerce in the region in the late 19th and early 20th centuries.

Significance:

The Hagerstown and Frederick Railway Company was formed in 1913 from the Hagerstown Railway Co. and the Frederick Railroad Company. Several small branch lines of the electric trolley system joined the merger, including the Hagerstown & Boonsboro, Hagerstown & Myersville, Hagerstown & Northern, Frederick Gas & Electric, Frederick & Hagerstown Power Co., and the Myersville & Catoclin Railway.¹

The Frederick and Middletown Railway began operating in August 1896, from Frederick to the new mountaintop resort, Braddock Heights Park. In October the electric railway ran the entire nine miles to Middletown.² This new form of transportation was such a success that a five-mile extension was built north to Myersville within two years. Service was later extended north to Thurmont and south to Jefferson.³

Coincidentally the Hagerstown Railway Company also started operating its first line, to Williamsport, in August of 1896. Within a few years connecting lines opened east to Funkstown, then Boonsboro, and north to Shady Grove, Pennsylvania. In 1904 the railway connected with Myersville, providing a link to Frederick.⁴ The 1913 merger was a logical progression in the growth of inter-urban electric railway service.

The Hagerstown Railway built the power house at the corner of Summit and Lee Streets in Hagerstown in 1898, during a surge of growth for the new mode of transportation. After the H&F's wooden car barn burned in 1917, the power house was revamped as a facility for the storage, repair, and washing of railway (trolley) cars.⁵

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Hagerstown and Frederick Railway Car Barn
Continuation Sheet

Number 8 Page 1

The Hagerstown and Frederick Railway provided basic transportation within the region, but it was also instrumental in the development of recreational facilities such as the aforementioned Braddock Heights Park as well as Electric Park between Hagerstown and Funkstown. The trolley was also popular for travel to events such as county fairs. The railway served as a light freight line, hauling mail and milk.

Although the H&F added a bus line in the late 1920s to expand its route, improved roads and increased competition from automobiles spelled the demise of the electric railway system. From 1938 through 1954 the sections of line were closed one by one.⁶

The Hagerstown and Frederick Railway Car Barn is one of the few intact structures remaining from this extensive railway system. It was constructed with fine details and a proud datestone to demonstrate the prestige of this transportation line: innovative and "modern" for its time. The building has been used in recent years by retail businesses that have operated inside the shell without substantially altering its original façade.

Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catocin Center for Regional Studies, 2002-2003.

9. Major Bibliographical References

Inventory No. WA-HAG-175

Harwood, Herbert H. Jr., Blue Ridge Trolley, San Marino, CA: Golden West Books, 1970.
Maryland Historical Trust, Washington County Historic Sites Survey.
Williams, T.J.C., History of Washington County, Maryland, Baltimore: Regional Publishing Co., 1968.

10. Geographical Data

Acreage of surveyed property	<u>Less than one</u>	
Acreage of historical setting	<u>N/A</u>	
Quadrangle name	<u>Hagerstown</u>	Quadrangle scale <u>1:24,000</u>

Verbal boundary description and justification

The Hagerstown and Frederick Railway Car Barn occupies parcel 2028 recorded on tax map 312, Washington County, City of Hagerstown. The parcel's boundaries are those of the surveyed property, and encompass the entire remaining lands associated with the resource.

11. Form Prepared by

name/title	<u>Merry Stinson, Architectural Historian</u>	
organization	<u>Paula S. Reed & Associates, Inc.</u>	date <u>March, 2003</u>
street & number	<u>105 N. Potomac Street</u>	telephone <u>301-739-2070</u>
city or town	<u>Hagerstown</u>	state <u>Maryland</u>

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. WA-HAG-175

Name Hagerstown and Frederick Railway Car Barn
Continuation Sheet

Number 9 Page 1

¹Herbert H. Harwood, Jr., Blue Ridge Trolley. (San Marino, CA: Golden West Books, 1970)p.37.

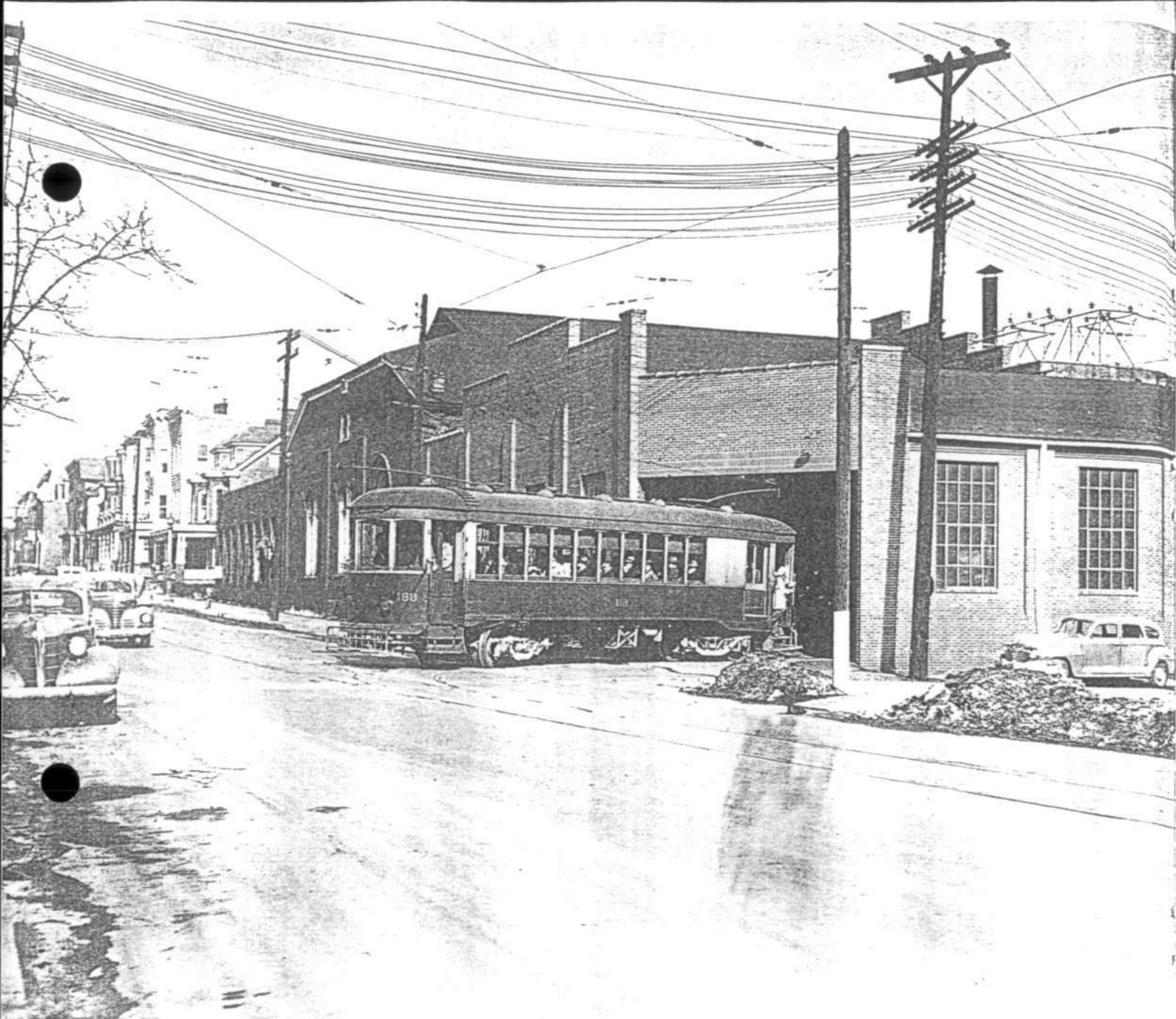
² Ibid, p.15.

³ Ibid, p.22.

⁴ Ibid, p.17.

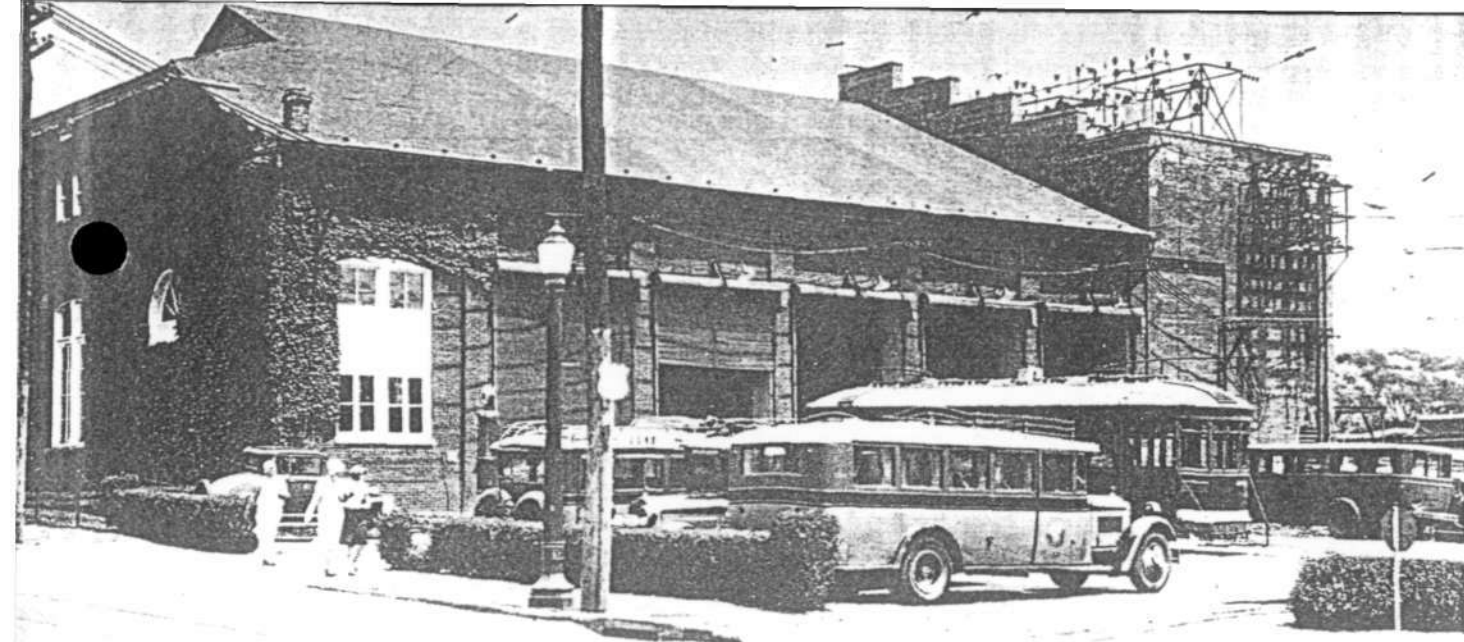
⁵ Ibid, p.82.

⁶ Ibid, p.96,123.



The big brick Hagerstown carhouse started life in 1898 as the Hagerstown Railway's power plant. After loss of the original carhouse in 1917, it was rebuilt to service the trolleys. The structure stood at Summit Avenue and Lee Street. — W. E. JOHNS

WA-HAG-175 Hagerstown's
Frederick Railway Car Barn
Blue Ridge Trolley, Harwood
p. 82



By 1930 Hagerstown & Frederick's interurban bus operations were beginning to crowd the trolleys out of their own carbarn. Here a fleet of Blue Ridge buses outnumber a lone suburban car at the Hagerstown shop. The shop—once a railway power house—was later rebuilt and expanded. — FRANCIS B. TOSH COLLECTION

those who did go there drove. In 1930 Pen-Mar's owner, the Western Maryland, lost interest and sold out to other operators, and early in 1932 the CG&W abandoned all its operations. By then the "Heart of Maryland" excursion had gone the way of practically all trolley trips which were taken just for the fun of it.

The villain, of course, was the automobile. Back in 1908 Henry Ford had first begun stamping out his Model T, and by 1916 was selling it for as low as \$345. Also in 1908 Maryland formed its State Roads Commission, and four years later began a crash program of highway improvement. Macadam surfacing was put down on all major roads through central and Western Maryland, so that by 1920 every point of any consequence on the H&F was reached by a paved road.

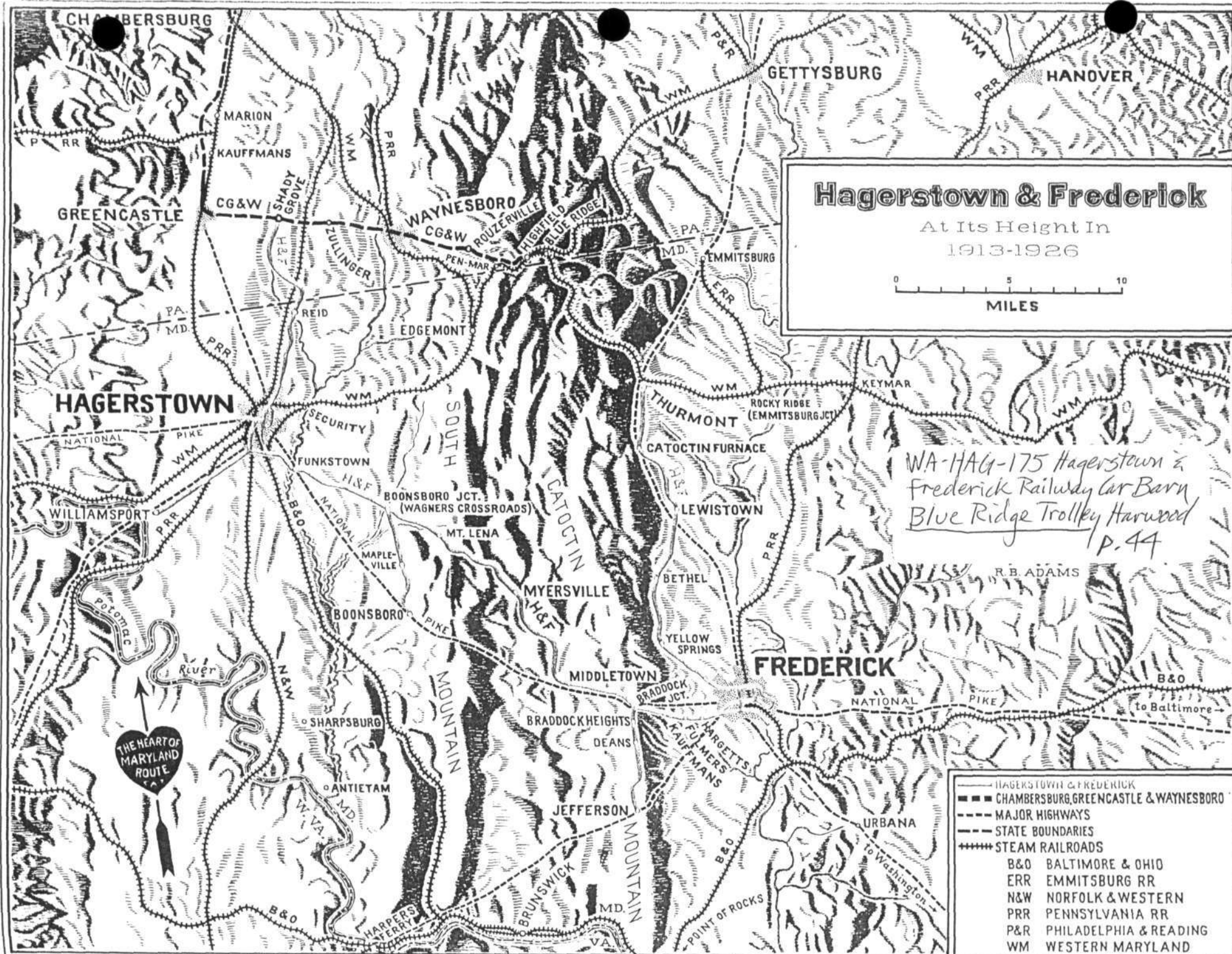
By 1923 anyone taking a short walk around downtown Frederick could find no fewer than nine automobile dealers selling everything from "The Great Nash—Defier of Hills" to the "Universal Car," meaning of course the Model T. Hagerstown had a like number. And even

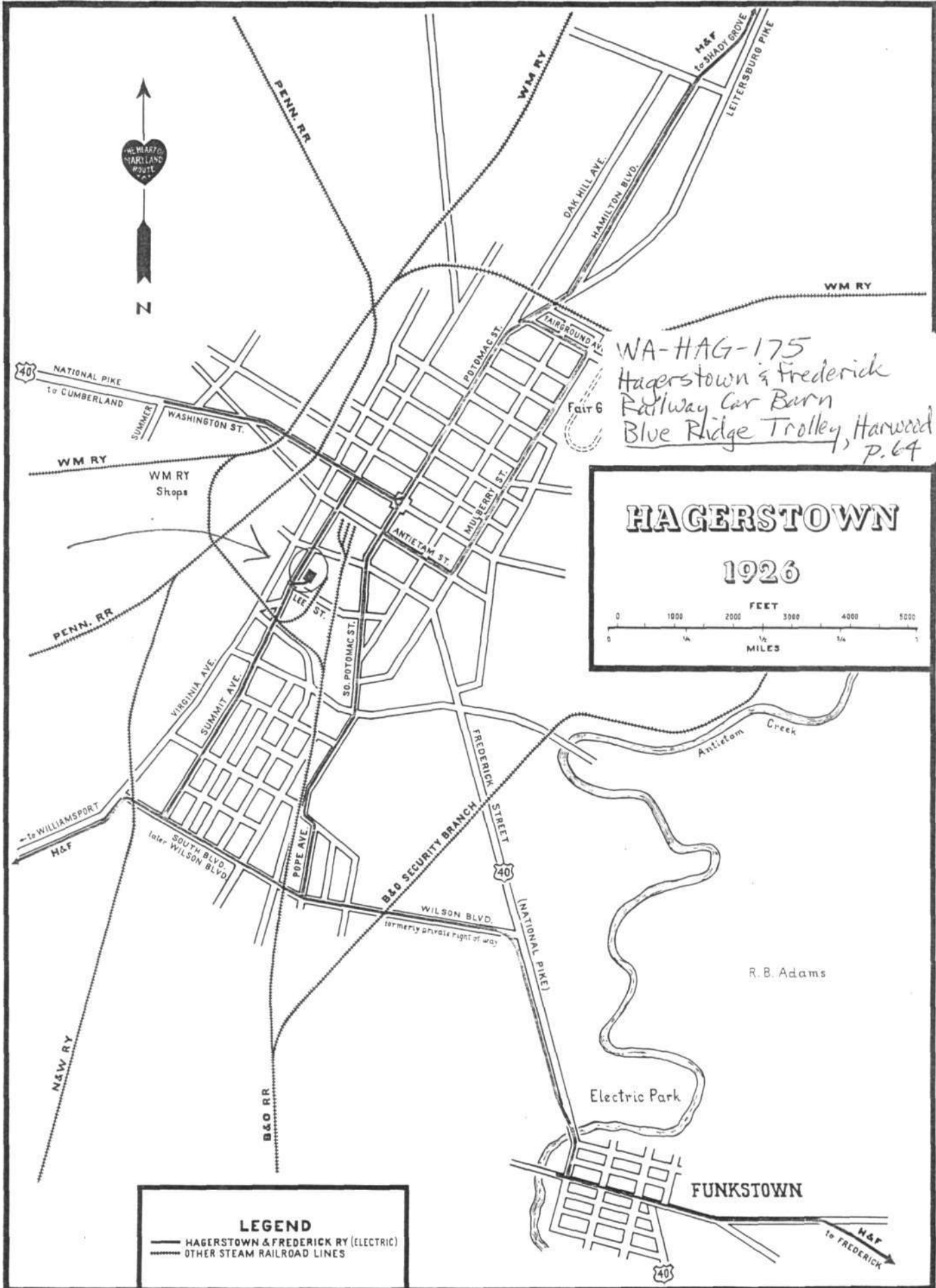
little Middletown could now support a dealer, the Model Garage, which sold many Valley farmers their first Maxwell, Oakland, or Chevrolet.

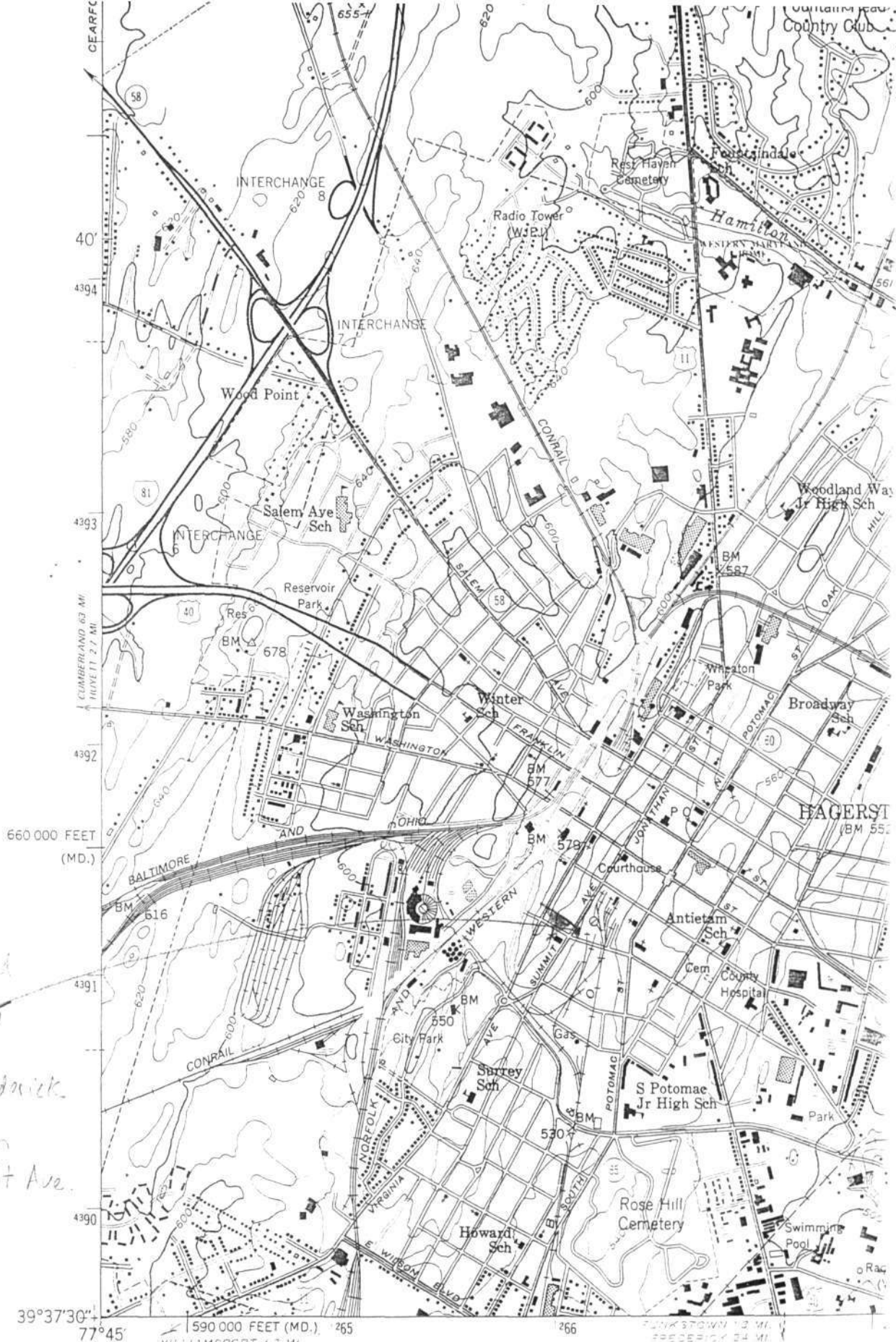
Rural railways like the H&F were the least able to cope with this type of competition. Most of the system's components had originally been built to reach small communities at minimum cost; their rail was light, routes often meandered casually, and cars were slow. The Frederick-Hagerstown "main line," for instance, was three miles longer than the highway between the two cities, and the cars averaged 16.3 m.p.h. to get there. A trolley running once an hour or two hours was no match for the convenience of cranking over the car and chugging right off.

To add to the trolley's woes, the auto age brought another variant: the motor bus. In 1920 Edgar V. Hull of Hagerstown bought a fleet of buses to use on a set of new routes out of the city, including a run to Baltimore. Other small bus operators began to appear in nearby cities and it seemed only a matter of time be-

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Frederick Railway Car Barn
Blue Ridge Trolley, Harwood
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Hagerstown Quad

WA-HAG-175

Hagerstown and Frederick
Railway Car Barn
246-250 Summit Ave.
Hagerstown, MD
Washington Co.

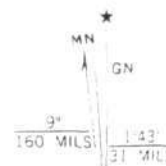
(WILLIAMSPORT)
5463 III SE

Mapped by the Corps of Engineers, U. S. Army
Edited and published by the Geological Survey

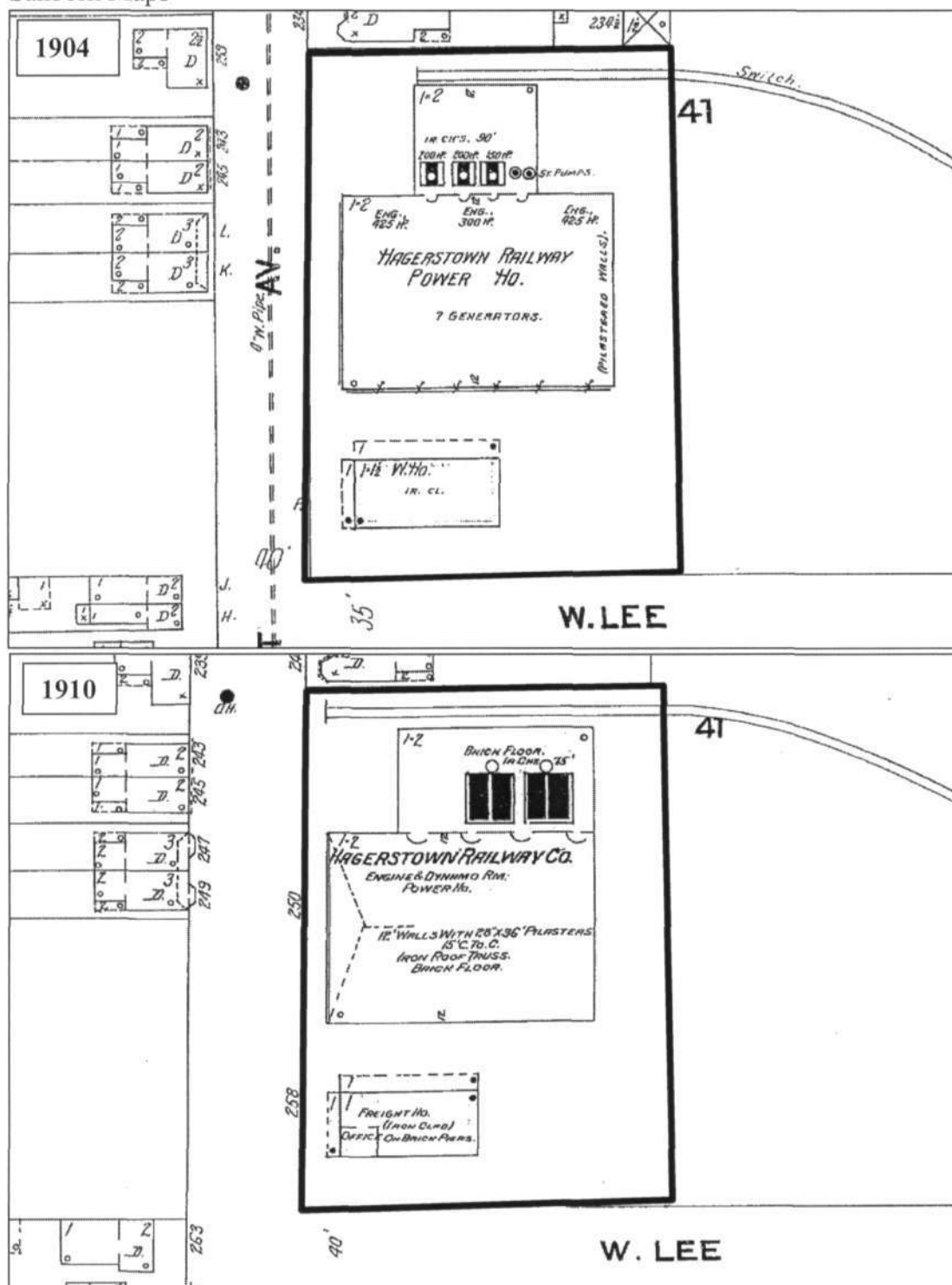
Control by USGS, NOS/NOAA, and USCE

Topography by photogrammetric methods from aerial photographs
taken 1943. Culture revised by the Geological Survey 1953

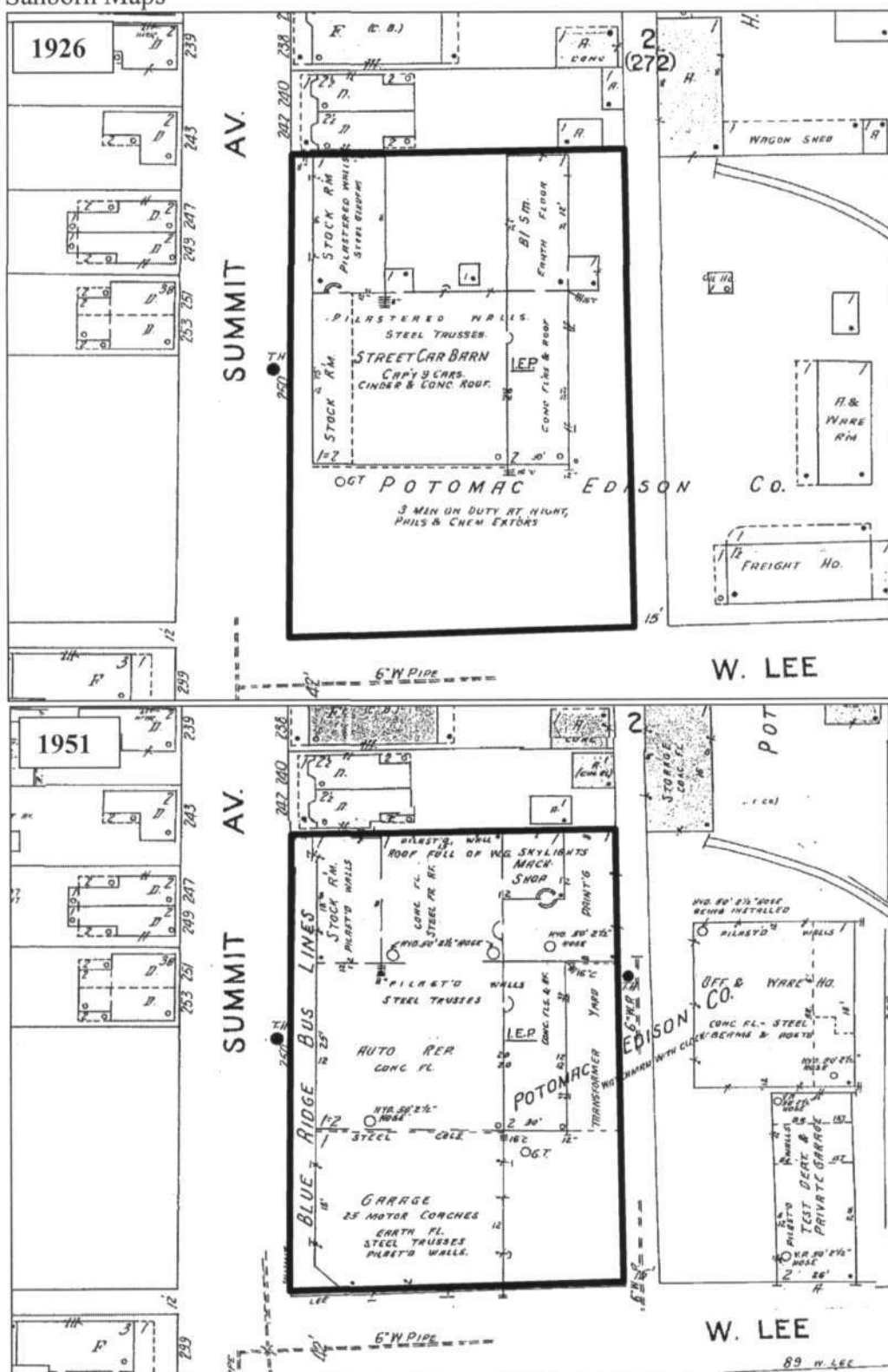
Polyconic projection. 10,000-foot grid ticks based on Maryland
coordinate system and Pennsylvania coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 18 shown in blue



Sanborn Maps



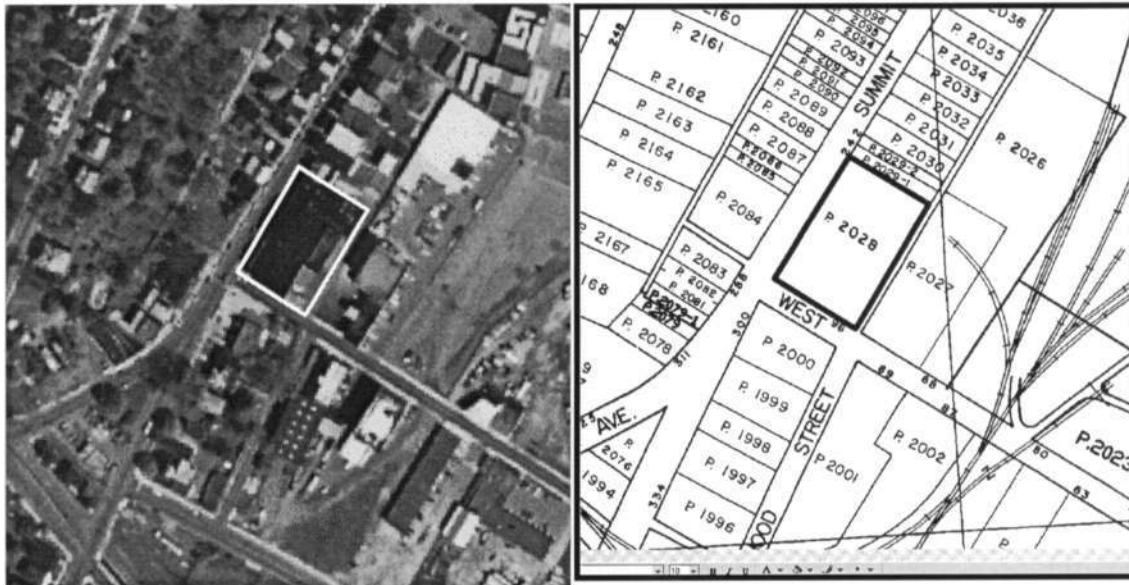
Sanborn Maps



Hagerstown & Frederick Railway Car Barn
246-250 Summit Avenue (also 94 West Lee Street)
Hagerstown Quadrangle



Tax Map 312, p. 2028





WA-HAG-175

Hagerstown's Frederick Railway
Car Barn

WA Co. MD

Merry Stinson

3/03

MD SHPO

W elev.

1/12



WA-HAG-175

H&F Railway Car Barn

WA CO MD

Merry Stinson 2/03

MD | SHPO

W. elev.

2/12



WA-HAG-175
H & F. Railway Car Barn
WA Co MD
Merry Stinson 2/03
MD | SHPO
W. elev.

3/12



WA-HAG-175

Hagerston Frederick Building San Bern

WA Co MD

Merry Stinson

MD SAPO

E elev.

3/53

1/12



WA-HAG-175

H&F Railway Car Barn

WA CO MD

Merry Stinson 2/03

MD SHPO

Elev.

5/
12



WF - LAG - 175

H&F Railway on main

Wash. to D.C.

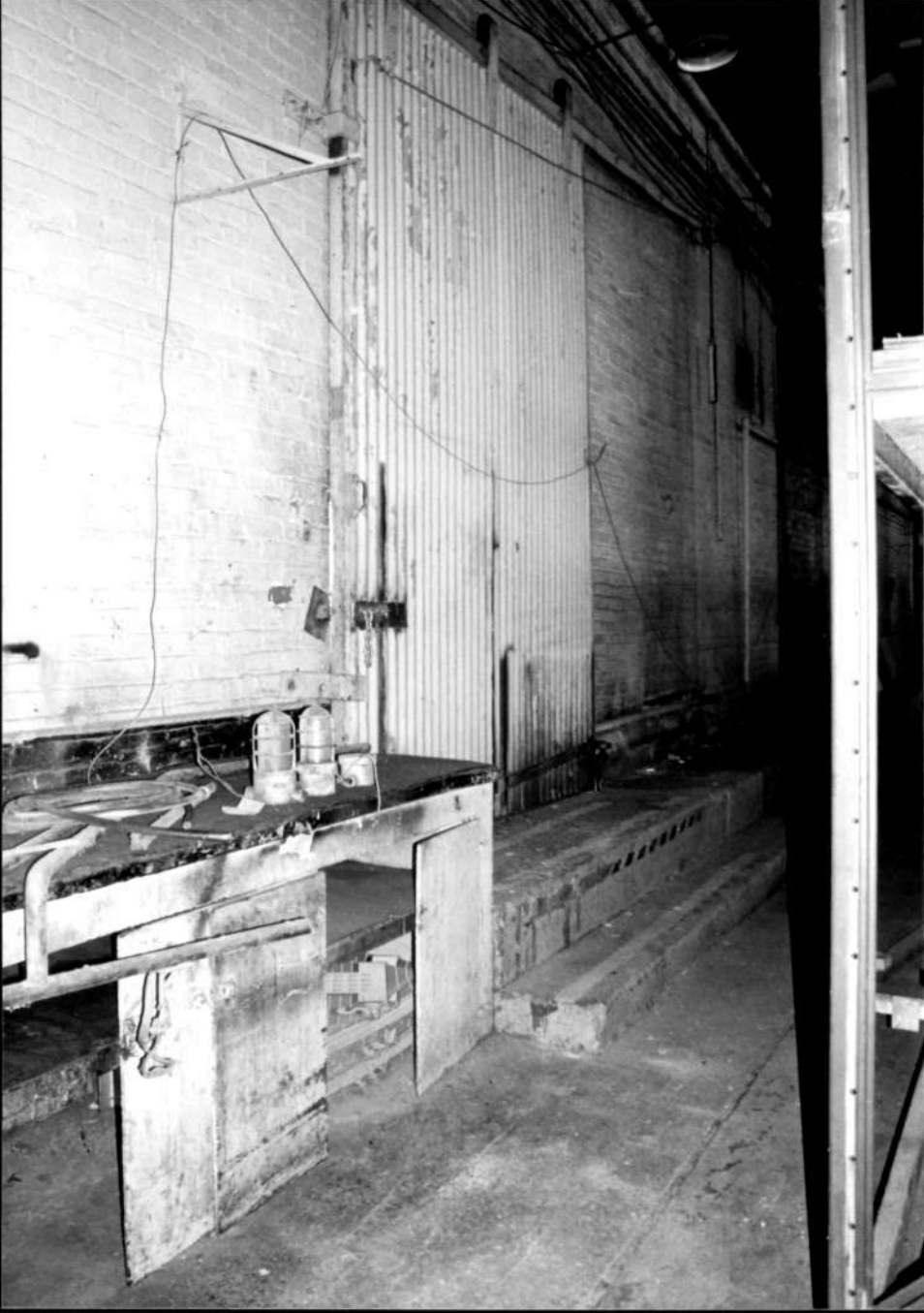
Merry Farm

403

176

interior, view S

6/12



WA-HAG-175

H+F Railway Car Barn

Wash Co MD

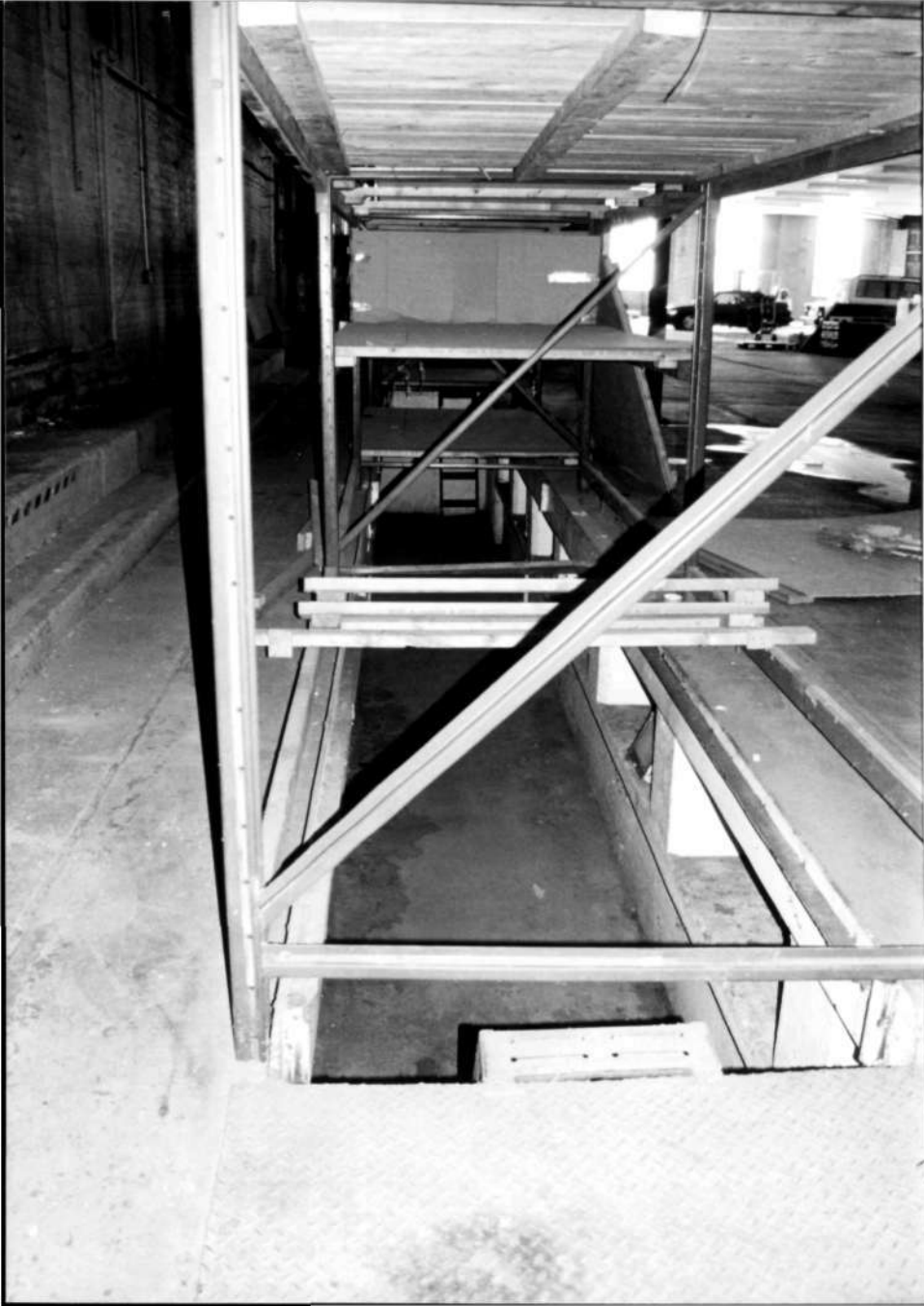
M. Jensen

2/03

MV3410

interior, E wall 10' E

7/12



WA-HAG-175

H+F Railway Car Barn
Wash Co MD

M. Stinson

2/03

MDSAPO

interior, repair pit

8/12



WA-HAG-175

H&F Railway Car Bn

Wash Co IND

M Stinson

2/03

WDSAPD

interior, repair pit detail

9/12



WA-HAG-175

H+F Railway Car Barn
Wash Co MD

M. Stinson

2/03

ADSHPU

inform, repair pit, detail

10/12



WA-HAG-175

H+F Railway Car Barn
Wash Co MD

M. Stinson

2/03

MP5H70

interior, washing appar-
ata =, view SE

11/12



WA-HAG-175
H+F Routing for Bacon
WASH DC MD
H - L. 1981

2/03

MD 34120
info for remnant Frank

12/12

HAGERSTOWN LANDMARKS RECONNAISSANCE SURVEY

Maryland Inventory of Historic Properties # WA-HAG-175

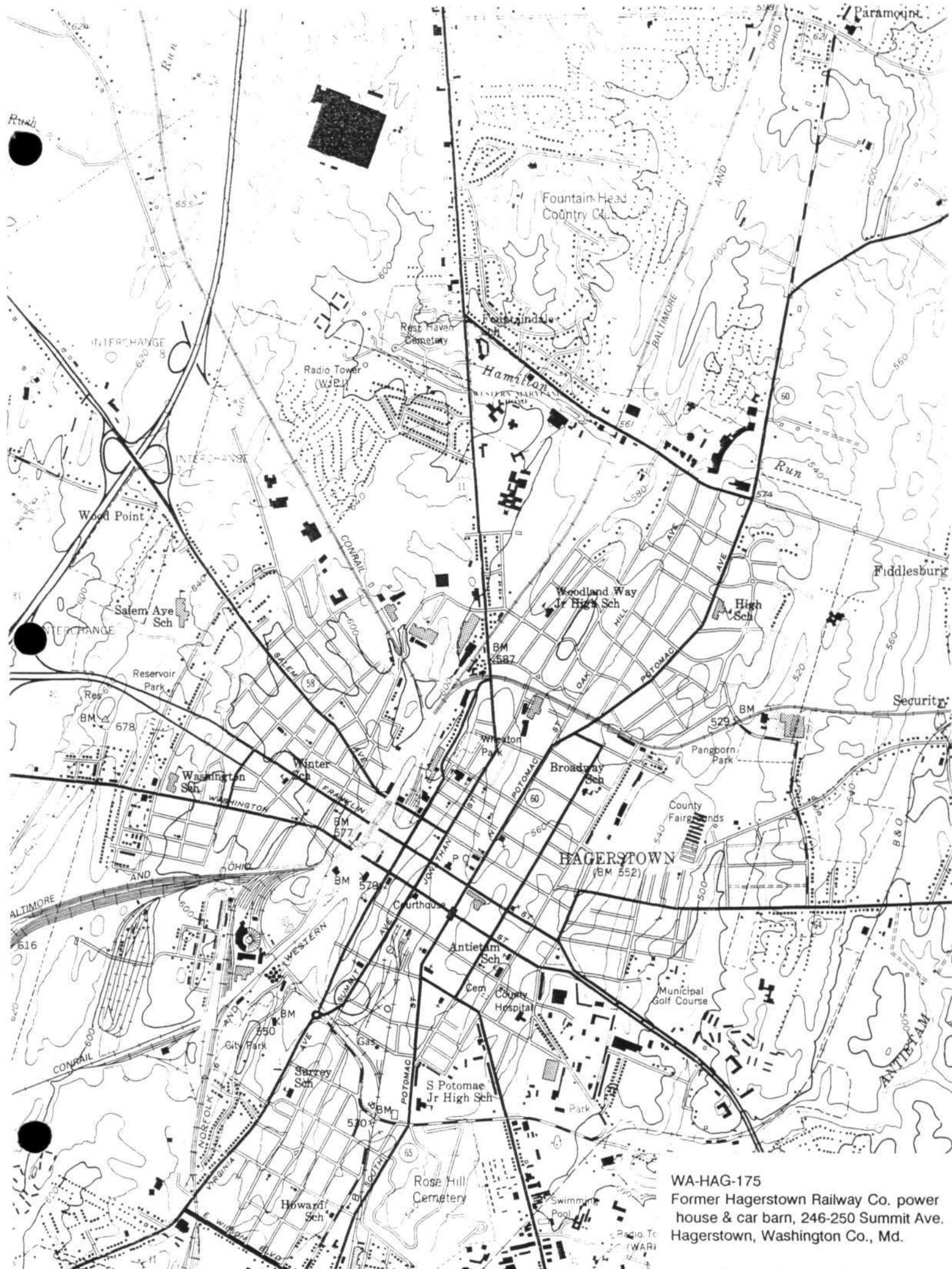
Property Name/Address: Former Hagerstown Railway Co. power house and car barn, 246-250 Summit Ave., Hagerstown, Maryland

Description/Significance: A large one-story brick industrial building, comprising a central section dated 1898 and later wings and ell, reflecting the era when electric trolleys provided public transportation in Hagerstown. The Summit Avenue facade of the original section of the building is three bays wide, with a (blocked) entrance in the south bay surmounted by a fanlight within an arch detailed with molded brick and imposts of rock-faced stone. The remaining bays hold large double casement windows with segmental arched heads; the arches spring from imposts of rock-faced stone. The corners of the building are defined by pilasters of paneled brick; it has a corbeled brick base above a rock-faced stone foundation, and shallow buttresses flanking the central bay. The date "1898" appears in a carved stone block centered in the wall above a louvered vent. The gable roof is clipped on the Summit Avenue end; at the rear of the building, the wall rises to a stepped parapet. The Hagerstown Railway Company was franchised in March, 1896, and began providing trolley service in August of the same year. A car barn, of frame construction, was built in 1897 at Howard Street and Summit Avenue; the Summit Avenue power house was constructed the following year, and provided power for the lines until March 1913. Following the destruction of the car barn by fire in March, 1917, the Summit Avenue power house was converted to shelter trolleys (and later buses). Under increasing competition from automobile buses, trolley service in Hagerstown was gradually discontinued beginning in 1926; the final run took place in 1939 and terminated at this location.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

- I. Geographic Organization: Western Maryland
- II. Chronological/Developmental Period(s):
Industrial/Urban Dominance, 1870-1930
- III. Prehistoric/Historic Period Theme(s): Transportation
- IV. Resource Type
 - Category: Building
 - Historic Environment: Urban
 - Historic Function(s) and Use(s):
TRANSPORTATION/rail-related
 - Known Design Source: Unknown

Form Prepared by: Peter E. Kurtze
109 Brandon Road
Baltimore, Maryland 21212
August 15, 1991



WA-HAG-175
Former Hagerstown Railway Co. power
house & car barn, 246-250 Summit Ave.
Hagerstown, Washington Co., Md.



HA-HAG-175

HAGERSTOWN RAILWAY CO. POWER HOUSE & CAR BARN

HAGERSTOWN, MD

7/91 P. KURTZE

VIEW FROM WEST